

Well liked by those who knew him, Jim truly brightened and enriched the lives of all those around him. His devotion to the Teamsters and the members he worked so hard to represent was matched only by his love and devotion to his family and faith. My thoughts and prayers are with his wife, Barb, children, Jim Jr. and Debbie, and five grandchildren.

Mr. Speaker and Colleagues, please join me in honor and recognition of the life of James Anthony Zack. His dedication on behalf of working people has served to uplift our entire community.

IN RECOGNITION OF BASIC HIGH SCHOOL'S MARINE CORPS JROTC PROGRAM AND PARTICIPANTS

HON. JON C. PORTER

OF NEVADA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, April 25, 2006

Mr. PORTER. Mr. Speaker, I rise today to honor the contributions of a special group of high school students in Henderson, NV, the members of Basic High School's Marine Corps JROTC

Basic's JROTC unit was activated in 1977 and is one of over 200 plus units sponsored by the United States Marine Corps. Basic's MCJROTC has been designated as a "Naval Honor School" 14 times and has received State and national recognition and honors. The senior marine instructor and marine instructors are retired marines with over 80 years of combined military service and 30 years at Basic High School.

The mission of the MCJROTC is to develop young leaders and responsible citizens with respect for constituted authority, to help individuals strengthen character and form habits of self-discipline, and to learn the importance of national security in a democratic society. Students that participate in the MCJROTC program at Basic learn self-discipline, self-confidence, personal responsibility and build their character.

Basic's MCJROTC students participated in the Western United States National Drill Meet on April 1, 2006 and were deemed the overall winner for the West Coast. Other awards earned included: first place in Armed Inspection, second place in Unarmed Inspection, first place in 4 Person Unarmed, fifth place for 4 Person Unarmed, third place in Unarmed Inspection, second place for Color Guard Regulation, first place for 4 Person Armed, first place in Unarmed Exhibition, second place in Color Guard Regulation, fourth place for 4 Person Armed, second place for Armed Inspection, third place for Unarmed Exhibition, fourth place for Color Guard Inspection, Outstanding Unarmed Commander Cadet.

Basic's MCJROTC students have won this prestigious championship twice in the last 4 years. Their commitment to this important program and devotion to excellence has helped them achieve these high honors, and I am proud to recognize them today for their accomplishments.

Mr. Speaker, it is with great pride that I salute the MCJROTC students at Basic High School.

GENERAL AVIATION SECURITY

HON. STEVEN R. ROTHMAN

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, April 25, 2006

Mr. ROTHMAN. Mr. Speaker, the American people should be outraged to learn that all it takes to get on an on-demand charter flight at a general aviation airport is a credit card. You don't have to go through an x ray machine. No one is going to look into your carry-on bags. You and your friends can literally bring anything you want to on one of these flights and no one is going to stop you. According to the charter aviation industry this is actually a good thing and it represents advancement in security from the days where cash could get you a seat on one of these planes. And Mr. Speaker, I'm not talking here about small prop planes used by recreational pilots. Jets in the charter industry are larger, faster, and heavier than they used to be, therefore making them more like their commercial counterparts than ever before.

One of the ten busiest general aviation airports in the country is in my district. Teterboro Airport is only 12 miles from New York City and handles a volume of over 200,000 flights every year, nearly equal to the number of flights at JFK International Airport. So far this year there have been three incidents at the airport, including one where a car crashed through the airport's chain link fence on January 12th. An 18-year-old driver lost control of her Jeep and ran through the cyclone fence that separates a major roadway from parked planes. After going through the fence, the car actually crashed into a fully fueled plane parked on the tarmac causing damage to both the car and the plane. For those who have never driven by Teterboro, I'm sure it seems outrageous that a car could crash through the airport's fence and hit a plane. But it's true. This incident raises a question that all of us should be asking ourselves: If an 18-year-old can accidentally breach the security fence and drive straight onto the tarmac, into a fully fueled aircraft, at one of the busiest general aviation airports in the country, what could a motivated psychopath or terrorist do? Mr. Speaker, this incident speaks to the need for much greater security at general aviation airports.

We know that our Nation remains an inviting target for terrorists and we would be foolish not to assume they are looking for vulnerabilities. If a terrorist had a chemical or biological weapon and needed an airborne delivery mechanism, it would be shamefully easy to command an aircraft at an airport like Teterboro, fly that plane over New York City, less than 5 minutes flight time away, and deploy that weapon.

The threat posed by lax security at general aviation airports does not begin and end with a car crashing through a fence. There are other very worrisome concerns, starting with the security and screening procedures for passengers boarding air taxi flights. Security procedures are actually nonexistent. Let me repeat, there are no security requirements for these passengers. That's right; no Federal agency requires any screening. In fact, passengers are not even required to show a license or have their baggage checked. All you need to do to hop on board an air taxi service

flight is a credit card to buy your ticket. There's absolutely nothing else you need to do.

So you might be wondering, if the Federal Aviation Administration and the Transportation Security Administration are not regulating security at general aviation airports, then who is? The industry is of course. To help them out, TSA worked with the charter industry to publish "Security Guidelines for General Aviation Airports" in May of 2004. But none of these guidelines are mandatory. They offer suggestions and guidance, but the TSA does not require any local airport operators, owners, or users to put the guidelines to use. If we're not mandating security procedures, then what's the point of even having guidelines? Since there are no mandatory requirements, the threat to our Nation's security remains.

The excuse for the inadequate security has been that it is impossible to provide a one-size-fits-all security plan for the Nation's 19,000 general aviation airports. If that's true, then why isn't the TSA looking at airports in high risk locations? That seems like a reasonable place to start, but the TSA has not even done that.

However, there has been one notable exception where the TSA stepped in and mandated tighter security for general aviation aircraft. Just a few miles away from the Capitol at Ronald Reagan National Airport, the TSA requires all general aviation flights leaving and coming into Reagan National to undergo special security procedures and all passengers must be screened by TSA. Now, I understand the threats that exist for flights around our Nation's Capitol. However, the same risks exist for my constituents in Northern New Jersey and for the people of Manhattan and New York who are at the same risk from flights taking off and landing at Teterboro Airport. Yet, the only thing the TSA has done to improve security at Teterboro is to require that flights to Reagan National follow the required safety precautions. This is just not enough.

There clearly is nothing preventing a terrorist from taking out a credit card, buying a ticket on an air charter flight, showing up for the flight with a gun, a bomb, or even a weapon of mass destruction and stepping onto a jet. With no air marshal on board and a full tank of fuel, any general aviation jet could become the next weapon of mass destruction. If the TSA wanted to do something about this threat they would, but they haven't. They are putting all their efforts into preventing the kind of attacks we saw on 9-11 and putting their trust in the charter industry to protect our Nation from a new style of air-based attack. In fact, the charter industry, which has seen dramatic growth since 9-11, markets itself based on its lax security procedures. They spend millions of dollars in advertising to the rich and powerful that the way to avoid the security hassles and inconvenience of commercial airports is to book a seat on a charter flight. They actually promote their own lack of security.

Protecting our homeland is the responsibility of government. It's time for this Congress and the administration to open their eyes and address this urgent homeland security concern. This industry is expected to grow by as much as 25 percent in the next few years. We must do something now. I urge the Homeland Security and Transportation and Infrastructure Committees to address this issue and enact